

# First Tennessee Development District

IN. D. 2004  
AIR POLLUTION CONTROL BOARD

2004 MAR 25 AM 9:03

207 North Boone Street, Suite 800 • Johnson City, Tennessee 37604  
(423) 928-0224 • FAX: (423) 928-5209

**Carter**  
Elizabethton  
Watauga

March 25, 2004

RECEIVED

**Greene**  
Baileyton  
Greeneville  
Mosheim  
Tusculum

Mr. Barry Stephens  
Division of Air Pollution Control  
9<sup>th</sup> Floor, L&C Tower Annex  
401 Church Street  
Nashville, TN 37243-1531

Dear Mr. Stephens,

**Hancock**  
Sneedville

In compliance with the March 31, 2004 deadline established by the EPA in the Early Action Compact guidelines, the Tri-Cities Early Action Compact (EAC) is submitting a final list of local control measures for inclusion in the State Implementation Plan. Our "local plan" consists of measures that were previously modeled by your Division.

**Hawkins**  
Bulls Gap  
Church Hill  
Mount Carmel  
Rogersville  
Surgoinville

Modeling studies conducted by your Division indicate that the Tri-Cities will achieve attainment with the 8 hour ozone standard by 2007 with no additional local measures other than current federal control measures already in place. Furthermore, the models do not rely on quantified voluntary emissions reductions from local measures in the Tri-Cities EAC area to attain the standard by 2007 and projections of emissions through 2012 do not show a net growth in ozone precursors. Also, the proposed Interstate Air Quality Rule, which, if promulgated by EPA would provide further confidence that the Tri-Cities area would maintain attainment of the ozone standard.

**Johnson**  
Mountain City

We also anticipate the control measures currently under consideration by the Tennessee Air Pollution Control Board and published in the March 2004 Tennessee Administrative Register will further support our area in achieving attainment by 2007. Given the above mentioned factors and modeling data, the Tri-Cities Early Action Compact is pleased to submit the following list of local measures:

**Sullivan**  
Bluff City  
Bristol  
Kingsport

**Unicoi**  
Erwin  
Unicoi

## Tri-Cities Early Action Compact Local Plan

**Washington**  
Johnson City  
Jonesborough

- The Ozone Action Partnership will continue its Ozone Action Day Program to engage local business, media and citizens in efforts to reduce peak ozone levels on days forecast to exceed 84 ppb by the Tennessee Department of Environment and Conservation (TDEC).



- Tri-Cities EAC signatories will propose to their appropriate legislative bodies, a county-wide ban on open-burning of wood wastes on Ozone Action Days.
- The Kingsport, Bristol and Johnson City Metropolitan Planning Organizations will continue their work to implement Transportation Control Measures to reduce emissions from highway vehicles. Descriptions of these efforts are attached.
- The Counties in the Tri-Cities Early Action Compact support the Tennessee Air Pollution Control Board and TDEC as they recommend state legislation to expand vehicle emissions inspection and maintenance programs to counties that are believed to contribute to ozone nonattainment.

If you have any questions, please feel free to contact Susan Reid or Chris Craig at the First Tennessee Development District at 423-928-0224.

Sincerely,



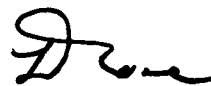
Dale Fair  
Carter County Mayor



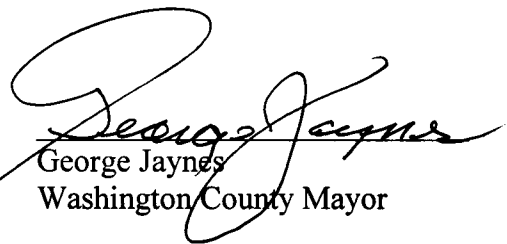
Crockett Lee  
Hawkins County Mayor



Richard Venable  
Sullivan County Mayor



Larry Rose  
Unicoi County Mayor



George Jaynes  
Washington County Mayor

## **Transportation Emission Reduction Control Measures - Kingsport**

The Kingsport Metropolitan Planning Organization is major partner in the Ozone Action Partnership Team. The Kingsport MPO is responsible for long-range transportation planning within the MPO jurisdiction which includes; City of Kingsport, portion of Sullivan County, Town of Mount Carmel, Town of Church Hill, portion of Hawkins County, Gate City Virginia, Weber City Virginia, and a portion of Scott County Virginia. Furthermore, the Kingsport MPO works very closely with the Tennessee Department of Transportation, Virginia Department of Transportation, Federal Highway Administration, Federal Transit Administration, and local governments in the overall planning and implementation process. The Kingsport MPO focuses on six major tasks; (1) long-range transportation planning, (2) traffic and demographic data collection, (3) grantsmanship, TEA-21 enhancement grants (i.e. pedestrian greenways), FTA grants, and FHWA grants, (4) traffic systems management (TSM's), improving the level of service to motorists, (5) administer the funding and scheduling of area street and highway projects, (6) and to assist in the local mass transit program by developing short and long-term capital and operating plans.

One of the major responsibilities of the Kingsport MPO is to maintain and implement a 25 year long-range transportation plan. This plan covers every aspect involved in the transportation planning process by addressing such items as; volume to capacity for the roadway system in the MPO jurisdiction, travel time improvements, intelligent transportation systems (ITS), congestion mitigation, public transportation, future conditions, pedestrian mobility. Additionally, the long-range plan is broken down into 4 Tiers; Tier 1 is Projects Under Development Plus Committed Projects, Tier 2 is Future Congestion Mitigation Projects, Tier 3 is Future Safety, Access, Economic Development Projects, and Tier 4 is Future Conceptual Projects. Within these 4 Tiers, various transportation improvements are recommended for the existing street network or recommendations for new roadways. Staff has already begun working on a wholesale revision of the Long-Range Transportation Plan which should be completed by the spring of 2005. This plan will primarily focus on congestion mitigation, implementing Intelligent Transportation Systems (ITS) along the major arterials within Kingsport as well as a continued emphasis on multi-modal transportation items. Additionally, the Kingsport MPO plans to work closely with the Federal Highway Administration, Federal Transit Administration, and the Tennessee Department of Transportation to develop a Long-Range Transportation that addresses the air quality concerns, from a transportation standpoint, for the Kingsport MPO jurisdiction.

While long-range transportation planning dictates a large portion of the day to day activities for the MPO short range transportation planning also takes place. The Kingsport MPO is currently involved with Kingsport Tomorrow's Community Design team to evaluate improvements that can be made to the City's transportation infrastructure. These improvements would seek to correct inadequacies relating pedestrian mobility, aesthetics, functional improvements, and air quality improvements. Two projects currently being explored by the Community Design task force involve changes to two existing intersections which experience high levels of congestion in

residential areas or public space areas. To improve these intersections a proposal has been made and studied to install roundabouts at both intersections. This proposal will drastically reduce idling time and reduce congestion. Additionally, aesthetic improvements would be included in both designs as well. In addition to the Community Design collaborative the MPO will continue to see that all new traffic signals installed in Kingsport will be linked with the existing closed-loop signal system which already works to move traffic along major arterials in Kingsport with little or no delays.

In addition to the revising the Long-Range Transportation Plan the Kingsport MPO plans to work closely with the Kingsport Area Transit Service (KATS) to further develop and improve the public transportation system not only within the City of Kingsport but within the Tri-Cities as well. Furthermore, the MPO plans to work with closely with the Kingsport Planning Department as well as the Kingsport Parks and Recreation Department to develop and implement a Pedestrian Mobility plan that will link neighborhoods with commercial areas within the city and promote alternative modes of transportation.

## **Transportation Emission Reduction Control Measures – Johnson City**

The Johnson City Metropolitan Planning Organization is a partner in the Ozone Action Partnership Team. The Johnson City MPO is responsible for long-range transportation planning serving Carter and Washington Counties which include the Cities of Johnson City and Elizabethton. Similar in structure to the Kingsport MPO, the Johnson City MPO works with the Tennessee Department of Transportation as well as federal agencies with dealing with transportation programs and projects.

Several current and planned activities in the Johnson City transportation study area assist overall regional air quality goals. These include the Intelligent Transportation Systems (ITS) projects which are designed to optimize the efficiency of existing transportation networks and facilities, continual improvements to the Johnson City Transit System, and development of bikeway/greenway projects by the Cities of Johnson City and Elizabethton.

The ITS projects have featured traffic signal upgrades and improved support systems designed to move traffic more efficiency and avoid widening roadways. The provision of transit/traffic information via websites and public access television is another important ITS component. The availability of transit route information via the web provides a low cost method of allowing on-line viewing or downloading of individual transit route maps with stops and locations of passenger shelters. The Johnson City Transit System provides a wide range of fixed route and specialized services that serve as alternatives to private auto ownership and trip-making. In addition since the inception of the ISTEA federal legislation in 1991, both Johnson City and Elizabethton have developed bikeway systems that connect major recreational, employment, and residential areas and provide attractive non-motorized travel options. The Johnson City MPO Long Range Transportation Plan was updated in 2001 and strongly encourages member governments to continue the diversification of travel options to maintain compliance with federal air quality standards.